J. C. Bell, Entrant of a Buick That Was Late in Arriving at Pinal Checking

Station, May Protest Action of the

Committee in Penalizing His Machine. J. C. Bell, who entered three Buick cars in the fifteen hour endurance run of the New Jersey Automobile and Motor Club New Jersey Automobile and motor Clubsiast Saturday, may appeal to the contest board of the American Automobile Association against the decision of the Newark club's committee in refusing to award a perfect score to one of his entries. Mr. Bell's Buick, No. 17, was held up by traffic concession at the corner of Market and ongestion at the corner of Market and froad streets in Newark while on its way to check in at the clubhouse at the end of the second journey around the 145 mile

course and consequently was less than one minute late in checking in.

Horace A. Bonnell, chairman of the committee in charge of the run, and his asso-intes received a report from the driver of the car and the Stevens Institute student rances that caused the delay. After con dering the matter for some time the com-littee members decided that the rules left em no discretion in such a case and than the penalty of two points against the car could not be removed. Mr. Bell's Buick souring car No. 19 made a perfect score, well as Buick No. 28, entered by James Ward.

The other cars which finished with per-mit scores were as follows: J. W. Mason's 30 horse-power Maxwell, W. E. Shuttle-worth's 40 horse-power Haynes, E. iD. Carwords so horse-power Franklin No. 15, Frank I. Kramer's 50 horse-power Jackson, W. J. Tynan's 29 h rse-power Columbia, A. H. Humphreville's 25 horse-power Hud-son, F. L. C. Martin's 20 horse-power Hup-mobile No. 27, L. J. Wyckoff's 20 horse-power Ford and Inglis M. Uppercu's 30 horse-power Cadillac No. 34.

S. M. Butler, chairman of the contest beard of the American Automobile Association, announces that the board has issued sanctions for the following events: June 28, 23 and 30, reliability, sit. Louis Automobile Manufacturers and Dealers Association, 81, Louis, July 2, reliability, North Wildwood, N. J.; July 4, track, North Wildwood, N. J.; July 9, bill limb, Plainfield Automobile Club, North Wildwood, N. J.; July 9, bill limb, Plainfield Automobile Club, Plainfield Automobile Club, Plainfield, N. J.; July 9, bill climb, town of Morison, Col.; July 22 to 28, reliability, Minnesota State Automobile Association, St. Paul; July 28 to August 2, reliability, Denver Post, Denver August 12 and 13, motor vehicle reliability, North American, Philade phia; August 15 to 27, reliability, Plank A Munsey, New York; October 8, Fairmount Park road race, Quaker Lit, annexical that about accounts of the American of

It is expected that about sevents, cars will compete in the hill climbing contests at Port Jefferson, L. I., next Saturday aftermoon. Thus far there are fitty-five actual entries, and about a score of dealers and addyticual owners of cars have signified their intention of making entries. The automobile Club of Port Jefferson, underwhose auspices the contests are to be heid, has offered a special cash prize of \$150 for the contestants in the Iree for all, which is to be open to cars of all types and motive power.

to be open to cars of all types and motive power.

Of the money offered for the free for all swent \$100 is to go to the driver whose car makes the fastest time up the 2,000 foot hill and \$50 to the driver whose car makes the next fastest time. In addition to this prize, the club has offered \$75 in cash for event 10, which is to be for cars of 451 to 600 cubic inches platon displacement. The winner will receive \$50 and the second man \$35.

From the widespread interest shown in the hill climb it appears certain that the affair will be one of the most successful of its kind ever held near this city. Fred J. Wagner, the official A. A. A. starter, has been engaged as starter. Although it was announced that entries would close on June 15. It was deemed advisable to allow prospective entrants until to-day to send their entries to George E. Darling, secretary of the Automobile Club of Port Jefferson, at Port Jefferson, L. 1.

The pathfinders for the Munsey historic The pathfinders for the Munsey historic tour are now making their way through the New England States. Special efforts are being made by them in selecting and recording points of historical interest along the route. The pathfinders started from Philadelphia last Wednesday in an E.M.Y touring car driven by Tom Skeggs. Mayor Reyburn of Philadelphia was one of the apeakers at a luncheon given to the pathfinders just before they begantheir journey. Bugiers from the battleship Georgia aounded the call to start and many automobilists esserted the pathfinders out of the Quaker URY.

case the pathinders out of the Quaker City.

The tour promises to be the largest reliability event of the year in the Eastern States. There aiready are tweive entries, and letters and tetegrams indicate that a great many more cars will be nominated. The cars that have been entered are an Elmore, a Corbin, a Columbia, a Ford, a Maxwell, a Premier, a Resding, a Seiden, a Spoerer, a Warren-Defroit and two Washingtons. There are to be two divisions of cars in the event, one made up of machines that are to compete for prizes according to the A. A. A. contest rules and another made up of cars entered and driven by private owners who wish to make the trip under less strenuous conditions.

wish to make the trip under less rereduces conditions.

The tentative route of the tour from Philadelphia is through New Jersey, up the west bank of the Huason River, across Massachusetts and tonnecticut, north from hoston to Portland, through the White and Green Mountains: from Philadelphia, through Pennsylvania to Gettysourg. From there the route will lead through Frederick and lattimore to the finishing point in Washington.

the organization will engage counsel to prosecute negligent road officials.

Gov. Praper of Massachusetts has signed the amendment to the motor vehicle law of the Bay State, and automobiling in that State now can be emloyed under better conditions than under the old law. According to the amended measure chauffeurs are no longer compelled to wear badges when driving cars and operators of cars do not have to blow horns at every intersecting street and road. Doing away with the continuous horn blowing rule will result in abolishing traps in many small towns, where the local police arrested all drivers who failed to blow their horns at the lanes and small roads. Drivers still are required to bis witheir horns at intersecting streets while travelling through thickly settled districts.

One of the new features of the law is the adoption of a reciprocity clause by which automobilists from other States may drive their cars in Massachusetts for a period of ten days, provided their howns States accord the same privilege to Massachusetts owners. The amended law prohibits fresh horns being used in cities and towns. One of the rovisions of the amended law provides that 20 per cent of the Fegistration fees and flows. The walf Street "Evening Sun."

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Str. contains all the financial news and the stock and bond quotations to the close of the market. The closing quotations, including the "bid and asked" prices, with

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LEXINGTON TURF NOTES. Good Week for Fast Work and Creditable Miles Negotiated.

LEXINGTON, Ky., June 19.-The last week was a good one for fast work at the Ken-tucky Trotting Horse Breeders Associa-

Harry F. Grant, the racing driver who won the Vanderbilt cup race last fall, says he will be in all the big road races this year, including the contest for the Automobile Unib of America's Grand Prize gold cup, with the same Aloo six cylinder chassis which he drove to victory last year. Grant, when not racing, drives a demonstrating car about Boston, and recently he has been getting notoriety there as an unintentional obstructor of traffic. Grant had a locomotive and tender houling a flat car bearing the Vanderbilt cup all worked out in miniature and set on the hood of his six cylinder touring car. The locomotive carried electric lights, and its where were kept revolving by a little electric motor.

While Grant and his car were standing in front of a hotel oh one of the narrow streets of Begton the diminutive railroad train attracted a crowd which so obstructed traffic as to cause a policeman to order traffic a to cause a policeman it was nis duty to disperse the crowd. The incident is characteristic of Grant, who is noted for his coolness when racing.

The officials of the Shamokin Motor Club have, decided to proceed against all road supervisors near that city who neglect the highways under their charge. The club members have frequently taken road supervisors on automobile trips to show them blaces in the highways where automobile accidents have been caused by the bad condition of the road surface. The club members have determined to have the leanning flat the corganization will engage counsel to brosscute negligent road officials.

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